(vii) A road joining the 3rd mile of the Ozhukinasseri-Terur road with Terekalputtur-Terur road and passing through Putugramam Vadakkur, Tekkur, Pishattikulam, and other places. During floods, the people found it difficult to go out on account of the absence of the above road.

(viii) A road from Tottipallam to Tamaracolam *via* Kottakkara channel.

The pathway from Marutvamalai Tottipallam to the foot of the hills should be converted into a cart road and metalled and taken over for departmental maintenance.

Like the ryots of the Tovala taluk who were allowed free passes for the collection of green leaf manure, etc., required for agricultural purposes from the forest reserves of that taluk, the ryots of the Agastisvaram taluk should also be allowed the concession.

The levy of grazing fees was a source of hardship. A fee of one anna per sheep per *annum* was being recovered from the ryots. The fee should be abolish

The need for a Veterinary Hospital at Myladi was keenly felt by the ryots. A hospital should be opened at an early date.

The tax due to *Sripandaravaka* was being recovered in kind. But if the tax was not paid on or before the 15th of each of the *kist* months, demand notices were issued to the defaulters, asking them to remit the tax in money at the prevailing *nirak* rates. The demand notice fee at 4 chs. each was also being unjustly recovered, irrespective of the fact whether the notices were served or not. The fee should be recovered only from those on whom the notices were actually served. The majority of the tax-payers were willing to pay the tax in money. The member therefore prayed that the *Sripandaravaka* tax be also commuted into money payment.

DEWAN'S REPLY : Mr. Sivaramalingam Pillai, I do not think Nanjinad is worse off in the matter of communications than some of the northern and central taluks of Travancore. You should consider yourself more fortunate than the people of Shertallai, Muvattupuzha or Parur.

In regard to the Parakkai-Tamaracolam road, it is only a small portion that remains to be completed and when that is done the road will be taken up for maintenance next year.

You then detailed a number of new roads, all in connection with agricultural needs which you would like to see constructed. All these will have to be investigated and in regard to such of them as are found necessary, estimates will have to be prepared and the works taken up in the order of urgency.

You then asked for the removal of the fee for sheep-grazing. You just told me that the fee is one anna per sheep per *annum*. That is not a very heavy payment to make. It is spread over a period of 12 months and I cannot regard that as imposing any hardship.

As regards the Veterinary Hospital at Myladi, I will ask the Director of Agriculture to enquire into the matter and send me proposals.

83. Needs of Nanjinad.

MR. R. SIVASUBRAHMANYA NADAR (*Member, Nominated*) said that Nanjinad, comprising the taluks of Tovala and Agastisvaram, might be fitly called the granary of the State, being the most fertile part in Travancore. It contributed the major portion of the land revenue of the State and had therefore a legitimate claim for a proportionate amount being spent on public works there. The means of communication in Nanjinad always stood in need of extension and improvements. The existing roads were insufficient to meet the demands of the people and the following public works required immediate attention :—

(1) The people of Manikettipottal had opened a ryots' road leading to their village from Dharmapuram. It was in a very neglected condition and unfit for cart traffic, and should be taken over by the Government for departmental maintenance and extended so as to join the Parakkai-Pulluvilai road *via* Mukilanvilai.

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(2) The inhabitants of the villages south of the Parakkai road badly wanted a cart road, connecting the 5th mile of the Parakkai road with Osaravilai.

(3) Similarly, the inhabitants of Erulappapuram and its neighbourhood were inconvenienced for want of proper means of communication. A road should therefore be opened from the 6th furlong, 1st mile of the Dharmapuram road passing through Survey Nos. 850 to 957 of the Vadivisvaram *pakuthi*.

(4) The Parakkai-Tamaracolam road, begun 6 years ago, should be completed early and taken over for departmental maintenance.

(5) One of the banks of the Karavilai branch of the Anantan *kal* could be easily converted into a road, which would greatly benefit the villagers in the neighbourhood who were mostly agriculturists.

(6) The Kottaram-Agastisvaram and Kottaram-Dharmapuram roads were much neglected in spite of the heavy traffic there. Breaches made by the floods of 1101 had not been closed up. The repairs to those roads should be promptly attended to as otherwise a thorough reconstruction would be rendered necessary.

(7) The sanctioned road from the 50th mile of the Cape road to Tevakulamcheri had not been begun. As it would immensely benefit the agriculturists of the Achankulam, Devakulam, Dawkkerkulam and Putukulam *puravus* besides the Sambavars of the *cheri*, it should be opened at an early date.

(8) The ryots' road from Eachenvilai to Agastisvaram was left in a bad condition. The necessary culverts on that road should be constructed, and the road metalled and taken over for departmental maintenance.

(9) Similarly, the ryots' road leading from the 58th mile of the Panagudy-Cape road and the ryots' road leading to Kattimankod should be taken over by the Government for departmental maintenance.

(10) The cart-track from Friday Market to the Eraniel-Muttam road needed slight improvements, which, if carried out, would greatly facilitate the traffic along the road especially on market days.

(11) The Kumarapuram road also needed slight improvements.

Besides the roads mentioned above, there were a few other public works which called for immediate attention. They were—

(*a*) completion of the sanctioned well at Ammandivilai;

(*b*) construction of a bridge across the Karavilai branch of the Anantan *kal* near the Vilattivilai village;

(*c*) construction of a bathing ghat in the tank in Survey No. 888 of the Vadivisvaram *pakuthi*;

(*d*) construction of bathing ghats in the Karavilai branch of the Anantan *kal*;

(*e*) improvement and maintenance of the Champakulam *kal*;

(*f*) construction of a bathing ghat near the bridge to be built across the N. P. channel near Achankulam;

(*g*) the broadening of the Tovala channel and the strengthening of its banks in view to work the branches.

(*h*) improvement of the portion of the N. P. channel from Athamozhi escape to the tail-end;

(*i*) improvements to the tail-end tanks of the N. P. and Tovala channels *viz.*, the Mudaliar *kulam*, the Prantaneri *kulam* and Balasoundary *kulam* and also the Pallichal *kulam* in the Valvachagoshtam *pakuthi* in view to enhance their capacity; and

(*j*) enlargement and improvement of the Kurusadi *kulam* in view to prevent scarcity of water for the fields at the tail-end of Marutvamalai east branch of the Tovala channel.

As the upper and lower reaches of the N. P. and Tovala channels were under different Supervisors, equal distribution of water from the channels was not possible. The scarcity of water at the tail-ends was due to the dual control; the two channels should therefore be placed under a single Supervisor.

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The next point touched upon by the member was about salt cultivation. The Rajakkamangalam *allom* was in a bad condition on account of percolation of fresh water from the Mambattavilai *kal* and the inadequate supply of brine. The two dams constructed by the Public Works Department across the *kal* were useless to prevent percolation. Mr. Govinda Pillai, a former Assistant Excise Commissioner, had recommended the construction of another dam 100 or 200 yards west of the existing dam so that the water flowing along the *kal* might be diverted into the sea. The people of the locality had also submitted memorials to the same effect. Representations too had been made at several sessions of the Assembly on the subject. But the dam had not yet been constructed. The member therefore prayed for the construction of a new dam at Ottapana for diverting the fresh water of the channel into the sea. If the work was carried out, the factory would be restored to its original condition and the Government revenue derived therefrom would also increase.

DEWAN'S REPLY: Mr. Sivasubrahmanya Nadar, your representation paragraph 1, items (*a*) to (*l*), paragraph 2 (*a*) to (*l*) minus (*g*) and paragraph 3 (*a*) and (*b*), together total 25 items according to the memorandum. Even if I am to give a specific answer to each one of them, it will take me half an hour. I put it to you, can you, reasonably expect all these requests to be complied with within a year ?

MEMBER: It is not necessary.

DEWAN: Then, you agree with me that you do not expect the Government to comply with all these things in one year. Therefore, may I suggest that you set yourself the pleasant task of deciding which are more urgent or of more pressing importance in all these requirements in the order of merit and then having arranged them in their order of merit send the first four of them to Government ? I give assurance that the Government will strain every nerve to redress your grievance in regard to those items.

84. Needs of the Kalkulam taluk.

MR. AIYAPPAN PILLAI MADHAVAN PILLAI (*Member, Kalkulam taluk, Group I*) said that the need for Primary Schools in the Kotanallur, Kappiyara and Mekkod *pakuthies* had been urged upon the Government incessantly during the past five years. The local people were too poor to give the lands required for the schools or to construct the schools. In Kotanallur, however, foundations had been laid for the construction of a Boys' School, but the work could not be proceeded with for want of funds. The member therefore prayed that the Government should defray one-half of the expenditure on account of the schools.

The channel starting from the Kayalkara on the Puttanar should be extended up to Perinchilampu. There were more than 800 acres of wet land at Perinchilampu and the ryots there were suffering from scarcity of water. The irrigation tanks at Perinchilampu should also be deepened. Although the deepening of one of the tanks *viz.*, Chattumukku tank, had been sanctioned three years ago, the work had not been started.

A road from Valvachagoshtam to Colachel along the Pampuri *vaikal* was absolutely necessary for the ryots of the locality. The construction of the road had been sanctioned some time ago and lands acquired for portions of it, but the work had not been commenced. The road should be constructed early.

Breaches were occurring on the banks of the Pampuri *vaikal* every year, thereby causing damage to the crops in the neighbourhood. To avoid such breaches, the banks should be strengthened at an early date.

The Perinchilampu road was in a very bad condition. There were more than 800 acres of wet land and 3,000 acres of garden land in that place. The population there was very thin because of malaria. The produce of those lands had therefore to be taken outside for sale, which could be done only along the above road. It should therefore be repaired soon. A local inspection of the road would convince the Dewan of the immediate necessity for repairing it.

The lands referred to above were situated on the eastern bank of the Tacharakottu river. During rainy seasons, the river would be flooded and communication with the other bank rendered impossible for days together. A bridge should therefore be constructed across the river at Perinchilampu. The necessity for such a

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